

Appendix B

Photos

Part I – Truss Spans

Part II – Kittery Approach Spans

Part I

Truss Spans



Photo 1.1: Underside of lift span at Bay 9, north. Stringer lines S4-S9 shown left to right. Typical deterioration of unrepaired stringers and bottom lateral bracing shown.



Photo 1.2: Underside of fixed Span 3, Bay 2. Surface rust on stringers, purlins and floorbeams typical in fixed truss spans.



Photo 1.3 Underside of sidewalk overhang. Condition typical of all truss spans.



Photo 1.4: Span 2, Floorbeam FB7, north face, at Stringers S5 and S6. Laminar corrosion throughout web is common to all lift span floorbeams.



Photos 5 and 6: Span 2, Floorbeam FB6, south face. Laminar corrosion and heavy rust are typical of Span 2 floorbeam repairs. Repair plates welded together and to flange angle of floorbeam.



Photo 1.7: Span 2, Floorbeam FB2. Bottom flange heavily corroded. Half of flange has 100% section loss.



Photo 1.8: Corrosion hole on web of Span 2, Floorbeam FB1 at Stringer S4 connection.



Photo 1.9: Span 2, Floorbeam FB6, west overhang. Laminar corrosion on overhang web and a 2" diameter corrosion hole on bottom of web at truss connection.



Photo 1.10: Span 3, Floorbeam FB10. Deck support attached to FB10 web is heavily corroded. This support is underneath the expansion joint.



Photo 1.11: Span 1, Floorbeam FB6, north face. Surface rust typical of fixed span floorbeams.



Photo 1.12: Span 1, Floorbeam F7. Approximately 16" wide corrosion hole on web at east end of floorbeam.



Photo 1.13: Span 1, Bay 6, Stringer S7 at downspout near midspan. Laminar corrosion, section loss, rust on all surfaces near downspout. Conditions typical of Stringer lines S3 and S7 at downspouts.



Photo 1.14: Span 2, Bay 1, Stringer S8. Deteriorated stringer repaired with 15" channels bolted to web on both sides of stringer. Condition typical of repaired stringers.



Photo 1.15: Span 1, Bay 7, Stringer 7 Connection to FB6. East connection angle has a 12 ⁷/₈" crack at the corner.



Photo 1.16: Span 1, Bay 6, Purlins at Stringer 4. Fixed span purlins have typical surface rust.



Photo 1.17: Span 1, Bay 8, east side of deck near Floorbeam FB8. Spall on underside of deck with corroded steel reinforcement.



Photo 1.18: Span 3, Bay 6. Underside of deck honeycombing at downspout.



Photo 1.19: Span 2, Lateral gusset plate at L2E. Plate is corroded throughout with 100% section loss between the floorbeam and lateral bracing.



Photo 1.20: Span 2, Bay 1, Bottom Lateral Bracing. Bracing heavily deteriorated with almost 100% section loss in the horizontal leg of angles.



Photo 1.21: Span 2, Pitting and corrosion on Top Lateral Gusset Plate U0E.



Photo 1.22: Bottom strut of sway frame at Span 1, Panel Point 2. Impact damage on the bottom struts of several sway frames.



Photo 1.23: Span 2, sway frame at Panel Point 7. Corrosion holes and welded repair plates on bottom strut of sway frame.



Photo 1.24: Span 2, West Truss Bottom Chord L5-L6, interior face. Laminar corrosion on all surfaces.



Photo 1.25: Span 3, Heavily deteriorated bottom batten plate on East Truss Bottom Chord L2-L3 near L3. Plate has almost 100% section loss.



Photo 1.26: Span 3, East Truss Bottom Chord L8-L9 at L9. Corrosion on inside face of webs and flanges.



Photo 1.27: Span 1, East Truss Diagonal L2-U3 at sidewalk deck. Welded batten plate on diagonal and laminar corrosion on diagonal webs.



Photo 1.28: Span 1, West Truss Diagonal U7-L8. Inside of diagonal near L7. Peeling paint and surface rust on webs and flanges. Lower left angle has been spliced with a new angle. Splice is bolted to web and welded to original portion of the flange angle.



Photo 1.29: Span 2, East Truss Top Chord U0-U1. Surface rust typical on chord webs.



Photo 1.30: Span 3, West Truss Top Chord U8-U9. Heavy laminar corrosion and pitting on top flange of top chord, typical throughout.



Photo 1.31: Span 3, West Truss Top Chord U4-U5. Pitting and corrosion on web and bottom flange.



Photo 1.32: Span 2, East Truss Vertical L1-U1. Truss flange spliced with additional bolted angles and plates.



Photo 1.33: Span 1, East Truss Bottom Chord, Gusset Plate L4, exterior side plate. Typical gusset plate retrofit.



Photo 1.34: Span 3, West Bottom Chord. Batten plate welded to top flange of L9-L10 near L9. Laminar corrosion on top 2" of web. Also note welded batten plate on vertical web on upper left hand corner of photo.



Photo 1.35: Span 2, West Truss Gusset L9. Batten plate is welded to Bottom Chord L9-L10, gusset plate is welded to truss Vertical L9-U9. Batten plate is welded to vertical flanges.



Photo 1.36: Span 2, Gusset L4E, Interior side plate. Welded repair plates on gusset.



Photo 1.37: Bolted repairs on Span 1 Gusset Plate L1E. Chord web corroded at gusset plate interface.



Photo 1.38: Span 3, East Truss Gusset Plate L9, interior side plate. Severe corrosion with 100% section loss in portion of plate.



Photo 1.39: Span 2, West Truss Gusset Plate L10. Pitting up to 1/8" deep.



Photo 1.40: Span 1, South Expansion Joint. Deck cracked at expansion joint. Rebar is exposed.



Photo 1.41: North Tower, Southeast Leg, T0-T1. Flange plates bowing.



Photo 1.42: North Tower, North Face, Bracing between Panel Points T4-T5. Center Gusset has several corrosion holes.



Photo 1.43: South Tower, Northeast Leg, Gusset at T3. 24" high area with 100% section loss along tower leg.



Photo 1.44: Broken utility conduit on Span 2, near East Truss Gusset L5.



Photo 1.45: Typical condition of steel deck. Deck is rusted throughout.



Photo 1.46: Pier 2, North face. Pier has medium to large cracks with efflorescence throughout.



Photo 1.47: Pier 4, North face, West side. Pier cap has cracks with efflorescence, spalling and three circular patches under Kittery Approach Span 1 Southwest bearing. The three circular patches may be previous repairs for pop-outs underneath bearing.



Photo 1.48: Span 1, East Truss Gusset L0. Temporary bearing welded to Gusset L0. Temporary bearings are welded to end gusset plates on Spans 1 and 3.



Photo 1.49: Span 3, Southwest Bearing. Tar-like debris around bearing and inside of bearing assembly.



Photo 1.50: Span 2, Southwest Bearing. Truss gusset plate corroded and welded at bearing pin.

Part II
Kittery Approach Spans



Photo 2.1: Kittery Approach, FB0, Looking South. Holes through web adjacent to East Bearing .



Photo 2.2: Kittery Approach, FB0, Looking South. Holes through web adjacent to West Bearing.



Photo 2.3: Kittery Approach, FB0. Top flange deterioration above East Bearing. Above West Bearing similar.



Photo 2.4: Kittery Approach, FB0, East Bearing.



Photo 2.5: Kittery Approach, FB1. Hole through West Cantilevered Sidewalk Support web.



Photo 2.6: Kittery Approach, FB2. Hole through Floorbeam web below S1 connection angle.



Photo 2.7: Kittery Approach, FB2. Top flange section loss above S7 and East Bearing.



Photo 2.8: Kittery Approach, FB2. 100% section loss of top flange of Cantilever Sidewalk Support at connection to Floorbeam.



Photo 2.9: Kittery Approach, FB2. Top flange of SW3.



Photo 2.10: Kittery Approach, FB3. Hole through bottom of web between West Bearing and S1.



Photo 2.11: Kittery Approach, FB3. Bottom flange corrosion at West Bearing.



Photo 2.12: Kittery Approach, FB4. Hole through web of East Cantilevered Sidewalk Support.



Photo 2.13: Kittery Approach, FB6. Section loss of top flange above East Bearing.



Photo 2.14: Kittery Approach, FB7. Top flange section loss above East Bearing.



Photo 2.15: Kittery Approach, FB8. Corrosion of stiffener and bearing stiffener at East Bearing.



Photo 2.14: Kittery Approach, FB8. Leaking and top flange Corrosion above East Bearing.



Photo 2.15: Kittery Approach, FB9. Holes through web of West Sidewalk Cantilever Support.



Photo 2.16: Kittery Approach, FB9. Hole through east SW4 knee brace.



Photo 2.17: Kittery Approach Span. 3/16" crack in Maine Abutment.



Photo 2.18: Kittery Approach Span. East corner of Maine Abutment.



Photo 2.19: Kittery Approach Span, Pier 9W.



Photo 2.20: Kittery Approach Span, Pier 8W.



Photo 2.21: Kittery Approach Span, Pier 8E.



Photo 2.22: Kittery Approach Span, Pier 6W.